

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4414.

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MONDAY, DECEMBER 7, 1903.

一拜禮

號七月二十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH
MANAGER:
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. J. Laitis, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow
Tientsin
Canton
Kiautschou

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, COMNAUGHT ROAD (near BLAKE PIER).
GODOWN No. 34, BLUE BUILDINGS.
GODOWNS: FRAYA EAST.

Apply to:
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [1434]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [1455]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 3 1/2 per annum.
" 6 " 4 " "
" 12 " 4 1/2 " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [6983]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000 ... £ 820,000
Surplus (Reserve) Gold \$4,000,000 ... £ 820,000

Total Gold \$8,000,000 ... £ 1,640,000

Capital and Surplus authorised, Gold \$10,000,000 ... £ 2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per annum Fixed Deposits for 3 months.
4 " " " 6 " "
5 " " " 12 " "

" E. W. RUTTER,
Manager.
Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " " 3 " "
" 3 " " 2 " "

" T. P. COCHRANE,
Acting Manager.
Hongkong, 18th May, 1903. [11]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [916c]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI {SIMLA About 5th Freight and December Passage.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA. {FORMOSA About 11th Freight and December Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KUBE. {JAPAN About 14th Freight and December Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th November, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA

ANTWERP, BREMEN, HAMBURG

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ HEINRICH WEDNESDAY, 9th December.

KONIG ALBERT WEDNESDAY, 23rd December.

KIAUTSCHOU WEDNESDAY, 6th January, 1904.

BAVERN WEDNESDAY, 20th January, 1904.

SACHSEN WEDNESDAY, 3rd February, 1904.

GERA WEDNESDAY, 17th February, 1904.

SEYDLITZ WEDNESDAY, 2nd March, 1904.

PREUSSEN WEDNESDAY, 16th March, 1904.

ROON WEDNESDAY, 30th March, 1904.

HAMBURG WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 9th day of December, 1903, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain E. Heintze, with NAPLES, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at

Shipping Orders will be granted till NOON, on MONDAY, the 7th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 26th November, 1903.

AGENTS. [563c]

Intimations.

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS.

POWNE'S WHITE KID GLOVES,

\$2.00 PER PAIR.

DANCING SHOES,

\$6.00 PER PAIR.

FANCY SOCKS—SILK BRACES.

WHITE DRESS TIES,

\$2.50 DOZEN.

LANE, CRAWFORD & CO.

Hongkong, 21st November, 1903. [732c]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to THE MANAGER.

MACAO HOTEL.

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

THE BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SIA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

W. L. FARMER,
Proprietor and Manager.

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong. [563c]

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

SAINT RAPHAEL WINE

Is prescribed in the most varied forms of anæmia, and proves particularly efficacious to revive the forces of persons enfeebled by illness or laborious and difficult digestion.

NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

16, Queen's Road,
Hongkong, 26th November, 1903. [22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON,
Manager.

Hongkong, 22nd August, 1903. [555c]

GO TO THE KOWLOON HOTEL.

KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

PORT ARTHUR.

18th November.

MILITARY CHANGES.

A good deal of activity is going on here at present in military circles. I noticed five new regiments arrive here from the north yesterday. They were the 23rd, 27th, 28th, 32nd, and 168th; all of them East Siberian Regiments, so that we have now here, in addition to the above-named, the 2nd, 5th, 14th, 9th, 10th, 11th, 12th, and 13th at least. Quite a considerable number of Japanese gentlemen seemed to arise out of the earth on the appearance of these troops, which they followed at a respectful distance, displaying on the way such a keen interest in the geology and botany of the district through which they passed that their object was, I presume, purely scientific. The Russians did not seem to notice them.

I do not know if all the above regiments are here or only a part of some of them, but it is very doubtful in any case if Russia ever keeps here a very large force, which would only be a source of weakness instead of strength on account of its tendency in case of siege to exhaust the stock of provisions and increase the danger of sickness, while not adding to the strength of the place, which could be perfectly well defended by a garrison of 20,000, including the fortress infantry. Chaplains have been appointed to the 26th, 27th, and 28th East Siberian Regiments, which are referred to as the regiments "newly formed in Port Arthur." On the 18th of October the Vladivostok fortress infantry regiments were incorporated, the 1st with the 29th, and the 2nd with the 30th East Siberian Sharpshooters.

GENSANS.

The *Vostochny Vestnik* says that on 30th October and 14th November, a sale of land took place at Sanchen in the foreign Settlement at Gensan, 38 lots in all being sold. Japanese got 20 lots and Russians 18, a lot situated along the sea-shore falling to the agent of the Chinese Eastern Railway Steamship Co.

RUSSIAN KEROSINE.

According to an Odessa paper, the negotiations of the Japanese Consul in Odessa, Mr. Izumi, with the oil manufacturers at Baku concerning the direct export to Japan of Russian kerosene, have not ended satisfactorily. The firms of Nobel, Mantashev, Shabazoff and others have told the Consul that until the lapse of the term of their contracts with foreign agents, they cannot undertake the direct exportation of kerosene to the Far East.

"THE NOVI KRAL."

The *Novi Kral* is to be made a daily paper on the 1st of January next, about which time the new English and Chinese papers published in connection with it are to appear. The establishment of a Chinese paper in Russian is an especially good idea. Colonel Artemieff is to be congratulated on his business capacity, the fruits of which are seen in the best newspaper in the Russian Far East as well as in numerous libraries and bookstores in Port Arthur and Dalny.

OPENING OF A SCHOOL.

On Sunday last the Viceroy opened a "Realy" or Professional School and a Girls' Gymnasium in the presence of a large number of officials and leading residents.

NEWS FROM CHITA.

The latest and most important news from the prosperous Siberian centre, Chita, is that the students of the local seminary have been forbidden to read the local papers. The local Press revenges itself in two words—"Comment superfluous."

TRADE IN VLADIVOSTOCK.

Vladivostock sent a deputation to the Viceroy on 31st October to complain about the way Port Arthur is ruining them by its free trade. The Viceroy told them that the people of Port Arthur would probably be sending him a deputation with the same story a few years hence. His Excellency probably meant that a natural reaction to the present building mania is sure to set in here in the near future. The money market has lost its fluidity in consequence of all the cash available being sunk in house and more put by for a rainy day, and what occurred in Hongkong in 1894 (when the cost of administration in that colony was £250,000 a year and the receipts not above £120,000) is pretty certain to occur here also. In fact all the leading business men here are, I think, unanimous on that point.

Speaking of Hongkong, the Russians are displaying the same anxiety for the afforestation of their new but decidedly bare-looking acquisition which we once displayed in Hongkong and I think they could not do better than examine the system of afforestation which has wrought such a complete transformation on the once bare hills of the southern island.

TO MAKE OFFICERS WELL-READ. The Russian General Staff has, according to the *Zerf Vyed*, taken a singular step for the purpose of enabling poor officers to keep abreast with the times in regard to general and professional literature. It has made an arrangement by which such officers can obtain any book they like from the army book store without having to pay for it until after the lapse of one year.

THE RUSSO-CHINESE BANK. According to the *Vostochny Vestnik*, the transfer of the director of the local branch of the Russo-Chinese Bank, Mr. A. A. Maslennikov, to the directorship of the bank in Port Arthur (decided upon it is said in consequence of the desire to establish in the city wherein reside the Viceroy, the representative of the Emperor in the Far East, a representative bank) is, it appears, postponed in view of the fact that the branch at Port Arthur is not quite independent, being subordinate to the Shanghai branch of the bank, a condition of affairs which Mr. Maslennikov finds undesirable and injurious.

CHINESE EASTERN RAILWAY. The Chinese Eastern Railway has just concluded with the Chinese authorities of the provinces through which the line passes the right of working and exploiting any of the

hitherto neglected coal deposits. The agreement between the company and the Government is already in force and the railway company has begun to work some of the mines. The work is conducted under the direction of Mr. Kalistratoff, an engineer, but where and at what distance from the railway the mines are situated is not stated.—*M. C. D. News.*

ACROBAT IN DANGER.

POPULAR ENTERTAINER'S HARD LOT.

The clever and popular English acrobat, Jack Drooko, has had evil times. Few but theatricals realise the terrible strain on an acrobat. Practising a new feat is very laborious. To keep fit, the men live careful lives; but often the "turn" is given in an ill-ventilated hall, and the heated performer retires to a draughty dressing room. Drooko succumbed to his profession. He found that he was in the clutches of that cruel disease locomotor ataxy, and it is doubtful whether he would ever have recovered but for Dr. Williams' pink pills for pale people. A reporter recently interviewed Mr. Drooko, at his home at 274, Whitefield-road, Liverpool. "For many years," he said, "with my brother, I have given gymnastic and acrobatic shows in large towns. But I was suddenly compelled to give up the work. My eyes became weak, then I could not see at all unless I shut one of them. I had fearful pains in my legs, and later on in my arms. Twelve months ago I gave up. It was impossible for me to work. After four weeks' treatment I was told that my case was incurable. The doctors said I had locomotor ataxy, and would never be able to work again. By degrees I became absolutely helpless. It was impossible for me to lift up my arms, and if I looked up at the ceiling or shut my eyes I felt dizzy, so that I would fall down. Finally, I lost my speech, and I then thought my end was near. The agony was terrible. Then at the eleventh hour I was recommended to take Dr. Williams' pink pills, and right glad am I that I did. They cured me. My strength returned, and in a very short time I was completely restored to health—active, with a clear vision, and with my power of speech restored. You can imagine how pleased I am to be myself again."

Probably no other case is on record of a paralytic being cured so as to be an acrobat. Mr. Drooko's doctors said what all doctors say about locomotor ataxy, except the few who have witnessed the effect of Dr. Williams' pink pills for pale people, the only medicine ever proved to have cured this terrible disease. Mr. Drooko was snatched from a lingering death of torture. Nor is the disease rare. It may attack anyone. Broken-down nerves, a weak back, loss of balance, and every sort of numbness in the members are early symptoms. Any drooping of the eyelids, like a sort of involuntary wink, or a difference between the sizes of the pupils of the two eyes, must be regarded as a serious warning. Williams' pink pills are not merely a cure, but they can prevent the onset of disease, if taken in time. Minor ailments—of life—yield—more readily. Nervous and spinal weakness, neuralgia, headaches and backaches, St. Vitus' dance, are allied to locomotor ataxy and paralysis. The pills are also noted for their good effects on women. They are the greatest tonic ever discovered. Williams' medicine company, Holborn-viaduct, London, will send full details on request, and will supply the pills post free at two shillings and ninepence per bottle if any difficulty should be experienced in obtaining the genuine article. Mr. Drooko is not the first case; but he is certainly the first Acrobat to have such a narrow escape and live to Tell the Tale.

"I felt dizzy!"
Jack Drooko on the high bar.

lift up my arms, and if I looked up at the ceiling or shut my eyes I felt dizzy,

so that I would fall down. Finally, I lost my speech, and I then thought my end was near.

The agony was terrible. Then at the eleventh hour I was recommended to take Dr. Williams' pink pills, and right glad am I that I did.

They cured me. My strength returned, and in a very short time I was completely restored to health—active, with a clear vision, and with my power of speech restored. You can imagine how pleased I am to be myself again."

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16] [1468e

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 1st December, 1903. [1373e

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 14th May, 1899. [14

Intimations.

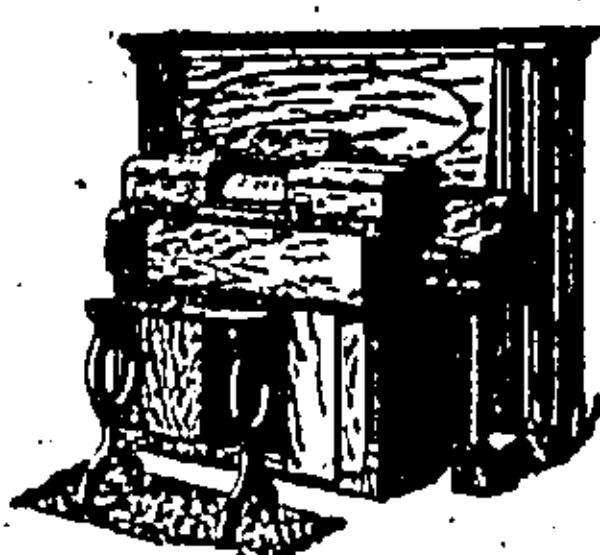
WANTED.

SITUATION WANTED by YOUNG GERMAN, thoroughly versed in German, French and English, Correspondence, Book-keeping and General Office Work. Highest Testimonials. Disengaged at once.

Address— "M." Office of This Paper. Hongkong, 5th December, 1903. [1458e

THE ROBINSON PIANO Co., Ltd.

NOTE. ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE. GREAT REDUCTIONS in our present stock of Pianos and Musical Goods. Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave. Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415e

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP-FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1120e

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central. Hongkong, 9th February, 1903. [20



FLUID OIL, CRUDE FLUID, POWDER, EMBOCATION, SOAP, DISINFECTANT, INHALERS, FUMIGATORS. COLORLESS, FRAGRANT, NON-POISONOUS, DOES NOT STAIN, KILLS ALL DISEASE GERMS, OXYGENATED THE AIR.

Sulphur Goggles, KINGSTON'S FORMIC FUMIGATORS. "HOW TO DISINFECT" Book Free.

THE "SANTITAS" CO., Ltd., Bethnal Green, LONDON, E.

DISINFECTANTS

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week, \$ 2.85
One month, 7.30
Two months, 13.00
Three " 20.00
Six " 37.50
Twelve " 73.00
No charge less than one dollar.

Discount allowed on—

3 Months Contracts, 5 per cent.
6 " " 19 " "
12 " " 25 " "

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Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

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Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

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Job Printing of all descriptions undertaken.

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PAMPHLETS.

CARDS.

CIRCULARS.

PRESSURES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., Ltd.

1, Ice House Road, Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 12th Dec., at Daylight
TOSA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Dec., at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 18th Dec., at Daylight
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 25th Dec., at Noon
BINGO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 26th Dec., at Daylight
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 29th Dec., at Noon
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 29th Dec., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th December, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903, at 1 P.M., the Company's Steamship "ARMAND BEHC," Captain Flamin, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Nera* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 14th instant. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 4th December, 1903. [1004e

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Trenton	9,666	T. W. Gardick	Dec. 19
Lynn	4,417	G. V. Williams	Jan. 21
Olympia	2,831	A. Dixon	Feb. 12
Shawmut	9,666	W. M. Smith	Feb. 20
Victoria	3,502	J. Truebridge	Dec. 30

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 7th December, 1903. [874d

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER, Hongkong, 3rd October, 1903. [1119d

Entertainment.

THEATRE ROYAL CITY HALL.

PATRONS to the Series of Recital of SHAKESPEARE'S PLAYS.

MR. AND MRS. HANNIBAL WILLIAMS, are informed that the Second and Last Performance will be given by MR. WILLIAMS, TO-MORROW (TUESDAY EVENING), DECEMBER 8th, at NINE O'CLOCK precisely.

Shakespeare's Greatest Historical Drama KING HENRY THE FOURTH. (PART I) with the Humorous Conceits of Sir John Falstaff will be interpreted.

PLAN at the ROBINSON PIANO Co.'s where all "Cards of Admission" will be accepted for Reserved Seat Tickets. A Special Tram will leave the Peak Station at 8.35 returning 15 minutes after the fall of curtain. Hongkong, 5th December, 1903. [1459e

Consignees.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, the 2nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 9th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th instant, or they will not be recognised. All damaged packages will be examined on WEDNESDAY, the 9th instant, at 2 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 2nd December, 1903. [1004e

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2.30 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOM

Intimations.



A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very superior vintage. All are guaranteed pure Xeres Wines.

Samples bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 45.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

CHRISTMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903 [728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. C. Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [1355d]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$13 per annum.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 7, 1903.

OUR TWO NEW BATTLESHIPS.

The news that reached us a few days ago to the effect that the Government had purchased two Chilean war-ships came as a surprise to many, and undoubtedly gave cause to some speculation as to the probably urgent reasons which had decided the authorities to take so unprecedented a step. Whether this action was taken to avoid the acquisition of these fine vessels by Russia, or if it be due to some grave political complication as yet unknown to us, it will be of undoubted interest to consider the following information concerning the importance of these two new additions to our fleet. The names of these ships, which were originally built to Chilean order by two well known English firms, Vickers and Elswick, are respectively named the *Constitution* and the *Libertad*; though whether their names will be changed to the English equivalents or to others more in keeping with the style of British nomenclature remains to be seen. They come within the category of first class battleships and may be compared to the *Abdion* and *Vengeance* in fighting value, as they are very similar in construction and armament. As regards speed, they have an indicated horse-power of, roughly speaking, 12,500 and a displacement of about 12,950 tons and this, in conjunction with their special form of hull, should give a speed of something over nineteen knots. Their normal coal capacity is about 800 tons in time of peace, while, on emergency, i.e. in war time, they could stow 2,000 tons, which may be regarded as an auxiliary armour eight feet thick on the waterline. As armament they carry two ten-inch guns forward and two aft; these are protected by turrets eight inches thick. On either side of them are 7.5 in. guns flanking the turrets, and a couple of the same calibre guns immediately in the rear. Thus the ships show an enormously heavy armament, to front and rear, of two ten inch and four 7.5 inch guns, well protected. On their broadside they mount three 7.5 inch guns either side protected by the battery, bringing their total armament in heavy guns up to four ten inch and fourteen 7.5 inch guns. The positions in which these guns are mounted enable them to bring to bear on the broadside a total of four ten inch and seven 7.5 inch. Their lighter armament consists of fourteen 14 pounders, four 6 pounders and four maxims. The torpedo armament consists of two eighteen inch submerged torpedo tubes and the Chilean torpedoes are said to have a somewhat longer range than our own. Passing on to the protection, we find that there is a seven inch belt amidships, tapering to three inches at each end and a protective deck amidships one and a half inches thick; the vitals are enclosed in a sort of large tank, so to speak, seven inches thick and a bulkhead, or partition, of six inches. The guns are protected by barbettes and casemates in the immediate vicinity of the gun itself, and the battery walls and battery screens between them (the casemates of which there are four standing one in each corner of the battery), are seven inches thick as also are the battery walls. The screens between the guns are one inch, while the barbettes and turrets are eight inches in thickness. The heaviest armour is round the conning tower, which being eleven inches thick brings the total weight of armour up to three thousand two hundred tons. At a range of about eight thousand miles the *Abdion* class of ship could maintain a speed of ten knots and, as these two ex-Chilean battleships have about the same coal capacity and speed, it is to be presumed that they could do about the same. It was rumoured that Russia had made an offer to purchase them, therefore, our Government is to be congratulated on having removed the temptation and appropriated to itself a couple of first class battleships thoroughly modern and exceptionally fortunate in design. It is more than probable that one of these vessels will shortly be commissioned on the China Squadron.

LOCAL AND GENERAL.

MR. E. A. GRIFFITHS is the new British Consul at Kobe.

A FATAL (Chinese) case of plague is reported as having occurred during the past twenty-four hours at 8, Second Street.

THE Shell liner *Elax* which went ashore near Yokosuka when outward bound, on the 20th ult., was floated and returned to Yokohama on the 23rd.

SIR MATTHEW NATHAN, K.C.M.G., the Governor-designate of Hongkong, is still at the Gold Coast, where he will probably remain until February next.

U HAN-YEN, one of the murderers of the Queen of Korea in 1895, has at last been tracked down and assassinated by two of his countrymen at the Japanese naval station, Kure.

THE river gunboat "B," presented by Germans living abroad to the German navy, and built for them by Schichau, at Elbing, is ready for her trials, after which she will be sent out in sections to China.

THE *Japan Times* says: "The nation is ready, the nation yearns for action and we sincerely hope that the Imperial Government will not betray the grave responsibility with which a unique conjunction of circumstances has invested it."

MR. JOSEPH GILLOTT, of Warwick, senior in the firm of Messrs. Joseph GilloTT and Sons, steel pen manufacturers, who died on July 3 last, aged 76 years, left estate of the gross value of £163,505, and the net personalty has been sworn at £76,809.

THE engagement is announced of Mr. Antony George Methell, Chinese Imperial Customs, youngest son of Mr. Henry Slingsby Bethell, and Miss Frances Langdon, daughter of the late Mr. Henry Edmund Langdon. The marriage will take place at Mezzanotte, near Florence, in January.

THE Admiralty have placed with Palmer's Shipbuilding Company, Jarrow, orders for three new torpedo-boat destroyers. The vessels will be similar to the six now being built by Palmer's Company except that the engines will have the company's patent system of forced lubrication, which was adopted in H.M.S. *Sjerna* with excellent results.

COMMANDER GEORGE MURRAY KENDALL FAIR, of the Naval Intelligence Department, died on 3rd ult., from an attack of typhoid fever. He entered the service as a cadet in January, 1883, was lieutenant of the *Centurion* during the Boxer outbreak in China in 1900, and during Admiral Sir Edward Seymour's expedition in June was employed on the staff of the Intelligence Department, and getting along the junks with wounded. In September, he was appointed flag-lieutenant to the Admiral.

THE Admiralty announce that his Majesty George, King of the Hellenes, K.G., has been appointed Honorary Admiral in His Majesty's Fleet. The distinction which has now been conferred on King George is the same as was bestowed on the King of Portugal last month, and on Prince Henry of Prussia two years ago. The only other foreign officers of the Navy are the German Emperor, who has held the highest rank—that of Honorary Admiral of the Fleet—for four years, and Prince Charles of Denmark, who is a lieutenant, and can hardly be regarded now as a foreigner.

MR. L. A. WILKIE, representative of Arthur Hill Vaudeville Company, has arrived in our port from Shanghai. This gentleman has come to make the necessary arrangements for the appearance in this city of the troupe, which is at present terminating a series of successful representations at the Lyceum Theatre of the northern port. The criticism of our Shanghai contemporaries are very favourable to the Company so that it is more than probable that it will meet with the hearty support of the Hongkong public. The troupe will give ten performances in our city, opening their season on the 23rd December next at the Theatre Royal.

THE King received in the grounds of Buckingham Palace on 4th ult. 143 officers of various ranks connected with the Transport Service, and conferred upon them the Special Transport medal, which was instituted by His Majesty in 1902 for officers of the mercantile marine, in recognition of the efficiency with which the transport of the troops by sea was carried out during the South African and China Wars. Amongst those present were: Rear-Admiral Sir E. Chichester, Bart., C.B., C.M.G., Capt. J. B. Lustace, R.N., late Principal Transport Officer, North China, Mr. W. Keswick, M.P., and Sir Thomas Sutherland.

ADMIRAL Superintendent Henderson on 2nd ult. inspected the *Centurion*, which was passed into the Fleet Reserve, ready for hoisting the pennant on 3rd ult. On that day she was commissioned at Portsmouth by Captain F. F. Fegen for service on the China station. Since her return from her last commission, when she was the flagship of Admiral Sir E. H. Seymour, the *Centurion* has undergone an extensive refit, including the substitution of 6 in. for the 4.7 in. guns. With the arrival of the *Centurion* on the station the Commander-in-Chief will have five battleships and two armoured cruisers under his orders. She will have a complement of 600 officers and men. Her crew includes a number of seamen gunners who have been trained at Whale Island, under the direction of Captain Percy Scott, the head of the Naval Guntery School at Portsmouth. It is probable that the *Centurion* will be introduced on board the *Centurion*—E.P.

HERB Ballin, General Manager of the Hamburg-America Line, is proceeding to New York in connection with the Morgan Shipping Trust.

AMONGST the guests who were present at the China Association annual dinner held at Whitehall Rooms on Nov. 17 were Earl Percy, Admiral Sir E. H. Seymour, and Admiral Sir Gerard Noel. Sir Alfred Dent, K.C.M.G., presided.

A NEW YORK wire states the Navy Department has ordered the *Illena* and *Pompey* to winter at Newchwang. If Russia should ask the reason the answer will be the same as when she inquired why the *Puckburg* wintered there two years ago, viz. that American interests needed it, and why did Russia put the question.

AMONG the arrivals per the P. & O. s.s. *Simla* to-day were Major-General Hutton, who succeeds Major-General Sir W. J. Gascoigne as General Officer Commanding, and Mr. R. Ponsbury, who has been private secretary to Sir West Ridgeway in Ceylon and who now takes up the appointment of private secretary to the Officer Administering the Government in this Colony.

PROMINENT bankers and railroad men in New York have formed a new company for railroad development in the Chinese Empire. The company, which has already been incorporated under the laws of New Jersey, is called the China Investment and Construction Company of America, and has a capital of \$1,000,000. The charter, however, provides that the capital stock can be increased from time to time.

A LONG drawn out lawsuit is now nearing its final stage at Manila. The litigation is between the Hongkong Bank and the firm of Jurado & Co. The firm has been in liquidation since 1884, when litigation arose. The liquidator died in July last. The Supreme Court at Manila decided that this could not interfere with the progress of the case, as Jurado and Company, not the liquidator, is the defendant. A motion by the plaintiff corporation that a day be assigned for hearing the case has been decided upon favourably. The case is set for hearing next January.

THE Admiralty have issued for general information a return of the annual prize-firing from heavy guns in His Majesty's Fleet during 1902, giving a list of the ships in order of merit, and showing the average relative results for each class of gun. For the 12 in B.L. guns the *Ocean* came out first of nineteen vessels with average relative results per gun of 70.13; for the 9.2 in. guns the *Grassy* was second out of four vessels with average relative results per gun of 35; and for the 6 in. quickfiring guns the *Ocean* was first out of forty-eight vessels with average relative results per gun of 102.73.

FROM *Straits Times* (Nov. 28).—When Sir Henry and Lady Blake arrived here on Thursday morning en route for Ceylon, a number of Ceylonese residents were at the wharf to greet the new Governor of the Colony. Furthermore, when the *Mall* sailed yesterday morning, there was a similar gathering of Ceylonese to wish the distinguished passengers farewell, and before the ship left Miss Sibyl Gunatillaka, daughter of the P. & O. Company's wharf manager, who belongs to Ceylon, presented a handsome bouquet to Lady Blake, who expressed much pleasure at receiving the gift.

ROUGH WEATHER AT SEA.

ARRIVAL OF THE OVERDUE MAIL.
The heavy monsoon now prevailing on the China Sea is playing havoc with steamers coming up from Singapore nearly every vessel making port from the South being considerably delayed and, in many instances, bearing evidence of their encounter with the waves. The non-appearance of the P. & O. s.s. *Simla* on Saturday and Sunday caused some anxiety, having regard to the punctuality of these steamers, and had she not arrived to-day vessels would have been despatched to ascertain whether she needed assistance. Fortunately, there was no necessity for such a step to be taken, as at seven o'clock this morning a message was received from the Gap Rock signal station reporting the passing of the vessel and, two hours later the *Simla* steamed into port after a prolonged voyage up from Singapore. She left the southern port at five o'clock of the afternoon of the 29th ult. and a few hours out encountered an exceptionally strong north-easterly monsoon with mountainous seas. Cap. C. D. Goldsmith kept her head straight in the teeth of the gale, and although she was being run at full speed the force of the wind and seas beating against her made progress very slow; indeed, her speed averaged about 130 knots a day. The *Simla*, however, weathered the storm with sustaining any material damage, only an anchor crane forehead being slightly broken.

THE "GLENHARRY" IN THE GALE.
The s.s. *Glenharry*, that followed the *Simla* up from Singapore, suffered severely and the officers and passengers underwent a terrible experience, the memory of which will abide with them for some time to come. Shortly after their departure from that port a N.E. monsoon of abnormal severity was encountered and a continuous high head sea, washing the vessel fore and aft, did considerable damage. The ship laboured heavily and rolled repeatedly to a dangerous angle. The sky was completely overcast, and violent gales with blinding rain endured throughout the passage. Owing to the ceaseless rolling and pitching all the passengers were confined to their cabins by sea-sickness, even the most experienced sailors amongst them paying toll to the fury of the elements. The captain, officers and crew worked untiringly, and it was stated that it was entirely due to their pluck and endurance that a catastrophe was averted.

For a portion of the cargo, which had been stowed on the arrival of the vessel at Singapore, shifted when the steamer was four days out, dashing from side to side at every motion of the ship. This continued to within a few hours of port and the results would have been disastrous had it not been for the able direction of Captain Willy, and the constant and zealous attention of his subordinates. During the struggle carpenter Oliver was somewhat seriously injured. Captain Willy had a terrible time throughout the trip, only leaving the bridge now and again to go and assure himself that the work on the cargo was proceeding. As if to add to the trying anxiety and continued strain of his sleepless vigil, he was deprived of the services of his able chief officer, Mr. D. R. Corke, who was laid-up and unable to move owing to his foot having been smashed at boat-station drill on the outward voyage. Bashed and battered, with funnel and stays white with the brine from the spindrift, the *Glenharry* steamed into Hongkong this morning, officers and passengers alike congratulating themselves on having weathered successfully one of the severest monsoons on record.

CROWN LAND SALE.

Not much interest was evinced in the sales of Crown land announced for this afternoon at the Public Works Department. The attendance was small, and there was hardly any competition in biddings.

SHAUKWAN I. L. 1708.

When Inland Lot No. 1708, situated on the Shaukwan Road, Causeway Bay, and containing an area of 18,896 square feet, was put up, it was discovered that the applicant for the lot did not appear and the property was accordingly withdrawn. The deposit of \$100 was forfeited to the Crown.

NEW TERRITORY.

Three separate lots in the New Territory came under the hammer this afternoon. They are Tai Po Inland Lots 1 and 2 and New Kowloon I. L. No. 4. The first two were sold in one lot, and contain respectively 4,591 and 468 square feet. A Chinaman was the purchaser at \$60 (i.e. \$10 above the upset price) for the combined areas. Attaching to the first lot is the special condition that a nominal sum of \$1 per annum shall be paid for the right to use the water of the stream to drive one or more water wheels, and for the right to construct such channels over Crown land as may be necessary to enable this to be done.

The lot in Kowloon Tong has an area of 18,000 square feet and the annual rental payable in respect thereof is \$42. It was knocked down to a French gentleman for \$770; the reserve was \$540. A Chinaman was also a bidder for this fancied site.

CHINESE LABOUR FOR SOUTH AFRICA.

The report of Messrs. Skinner and Noyes, who were sent to China by the Transvaal Chamber of Mines, to inquire into the question of Chinese labour, is now made public. The results of the investigation of these gentlemen are briefly outlined in the following statement:—
Mr. Skinner and Mr. Noyes were sent to inquire into the question of Chinese labour. The delegates report that the coolies from the Southern Provinces of China, who are also employed in British Columbia and California, are as efficient as Kaffir labourers, and that they have received equally satisfactory accounts of the coolies from Northern China. In order to ascertain whether the north or the south would supply the most suitable miner, the Chamber of Mines Delegates advise a trial with 1,000 to 1,500 Chinese from each district. A firm at Hongkong has declared its readiness to obtain these numbers at 30 days' notice, and to place them on board for trans-shipment to South Africa. Chinese labourers, the delegates affirm, can be obtained in unlimited numbers, as, especially in the vicinity of the coast towns, an enormous proportion of the population is practically unemployed, and the Chinese officials would only too gladly be relieved of a part of this encumbrance. In recruiting these coolie the Witwatersrand Native Labour Association anticipates that it will obtain the co-operation of British officials. In the Transvaal a Government Department would have to be instituted for the control of imported Chinese labour, and this department should be able to communicate direct with British Consulates in China, as the latter would be able to facilitate and hasten the emigration materially. British Consuls in China would also have to arrange for a strict medical examination of all Chinese recruited for the Transvaal, in order to ascertain the physical suitability of each emigrant. The delegates believe that the Chinese miner will be satisfied with a wage of 50s. per month, but opportunity of doing piecework should be given to the coolies; who would then be able to accomplish more work and earn a higher competence. As regards the commissariat arrangements, Mr. Skinner estimates the monthly requirements of each coolie at Hongkong as follows:—Rice, 45 lbs.; fish, 8 lbs.; pork, 8 lbs.; vegetables, 8 lbs.; tea, 1 lb.; oil, 1 oz. In view of the colder climate of the Witwatersrand, these quantities may have to be increased by 50 per cent. It has been calculated that the food of each coolie would work out at about 1s. per day, or possibly a trifling amount more. Mr. Skinner also believes that the Chinese will be satisfied with the accommodation as now provided for South African natives, but adds that new barracks for coolies should consist of several storeys. The floors would most probably have to be covered with cement or asphalt, and the rooms should be sub-divided into smaller cubicles than are at present allotted to the Kaffir miners. The cost of transport to the Witwatersrand, inclusive of the recruiting charges, is estimated at £10.10s. per man, and, as it is intended to provide for the return to China at the expiry of the three years' contract, a further sum of 26s. per man has to be allowed. The total outlay for recruiting and transport, therefore, amounts to £16.10s. or, calculated on the basis of a three years' contract, about 9s. per month for each labourer.

It is intended to grant each emigrant, before his departure, an advance of 50s. for the provision of suitable clothing, but this amount will be gradually deducted from his monthly wage. The next cost of each coolie would, on the basis of a monthly payment of 50s., amount to about 50s. per month, as much as is now paid to an efficient Kaffir miner.

The following is the summary of his report, given by Mr. Skinner:—

(1) Suitability of Chinese for labour on the mines.—I have stated above that, in my opinion, the better class of Chinese coolie will be suitable to supplement the Kaffir labour supply in the gold mines.

(2) Possibility of obtaining Chinese labour.—Sufficient Chinese labour can, in my opinion, be obtained to fulfil the present and immediate future requirements of the Rand.

(3) Time necessary for obtaining Chinese labour.—If the reports to China from the first Chinese labourers are favourable, I consider that it would only be a matter of months before the labour supply from China would begin to affect very appreciably the production of these fields.

I would say that, in making the statements I do in this report, I have never lost sight of the serious undertaking it is to bring into a country a large number of people of an alien race, whose whole idea of civilisation and manner of living is entirely at variance with that existing in the land they are brought into.

Now that the report by Mr. Skinner on his recent visit to the Far East in the matter of Chinese labour for the Rand has been published, it will be seen that it covers the ground in much the way that had been anticipated. It certainly shows that the Chinese miner will not be as cheap as many people had hoped for. Only on a three years' contract does he apparently come out at the same price as the native Kaffir labour, and Mr. Skinner says that three years is the shortest period over which the cost of bringing the coolie into the fields could be reasonably distributed. Besides he is to have free food of a nature agreeable and attractive to him, free housing and medical attendance, facilities for purchasing Chinese clothing and "religious material" at moderate prices, a free passage from and to China, with food provided, an advance before starting, and an undertaking given to return the coolie's bones to China should he die away from home. All of which requirements add up—L. & C. Express.

In the *Empire Review* for November, Mr. C. Kinnock, Cooke gives reasons why Asiatic labour is necessary for the Rand. In the first place he attributes much of the present financial depression to the fact that the Transvaal mines, owing to the lack of labour, are not working full speed. If they were, the gold output would be very different to what it is, to-day. He admits that if the native labour supply were sufficient, it would not be necessary to introduce the Asiatic. He asserts, however, that it is not sufficient. He gives a number of figures from which he deduces a net total of 4,672,230 natives, from among whom it may be possible to recruit labour. Of this number possibly one in sixteen of men between eighteen and twenty-six years of age could be induced to work continuously outside their own territories. This gives in round numbers a net total of 292,000 natives available for the mines, and for all the developments in South Africa. Moreover, the native African does not like underground employment. And, in view of the numerous openings for surface labour, Mr. Cooke ventures to think that but a very small portion of these two hundred and ninety-two thousand will sign on for twelve months at mining work. It does not, therefore, he says, require much knowledge of arithmetic to see that if the Rand mines are to be worked at full speed it cannot be done with native labour, for the simple but conclusive reason that the acquired supply cannot be obtained. He quotes numerous expert opinions to support this view. As to the restrictions to be placed on imported Asiatic labour it would, perhaps, he remarks, be rash to prophesy; but he adds it may safely be concluded that every care will be taken by the Commissioners to safeguard the vested interests of the white miner and the white trader. Further, says Mr. Cooke, it is mistake to suppose for one moment that the introduction of the Asiatic involves displacement of white labour; on the contrary, after a certain leeway is made up in the proportion of white to coloured labour, every seven Asiatics imported means employment for an additional white man. So, if 50,000 Chinese, or indeed be brought over, at least 7,000 additional skilled white men would find employment. Finally, he argues that the introduction of Asiatic labour is highly necessary from the shareholders' point of view.

SHIPPING AND MAILS.

MAILS DUE.
Australian (*Chingta*) to-morrow.
German (*Prins Heinrich*) to-morrow.
German (*Kaichow*) 10th inst.
American (*America*) 10th inst.
Canadian (*Tartar*) 9th inst.
Tacoma (*Victoria*) 13th inst.
American (*Korea*) 14th inst.
Canadian (*Empress of China*) 21st inst.
American (*Coast*) 23rd inst.
Australian (*Taiwan*) 27th inst.
The N. P. S. Co.'s s.s. *Victoria* arrived at Yokohama on 4th inst.
The T. K. K. s.s. *Rohilla Maru* left Manila yesterday, and is expected here to-morrow afternoon, the 8th inst.
The C. N. Co.'s s.s. *Chingta* from Australian ports and Manila left Manila on 5th inst., and is expected to arrive here on 8th inst. at daylight.
The C. N. Co.'s s.s. *Taiwan* from Australian ports via Manila left Sydney on 5th inst., and is expected to arrive here on 27th inst.
The Imperial German Mail s.s. *Prinz Victoria* left Shanghai on Saturday, at 11 p.m., and may be expected here on Tuesday, at daylight.
The Imperial German Mail s.s. *Kaichow*, carrying the German Mails, with dates on Berlin of the 10th ult., left Singapore on Saturday, at 9 a.m., and may be expected here on Thursday, at daylight.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

British Cruiser Ashore.

London, 4th December.

The cruiser *Flora* is ashore on Denman Island, British Columbia, and is probably a total wreck; her stern is ten feet under water.

LATER.

The *Flora* was going full speed to the firing ground when, mistaking a beacon in thick weather, she ran on the rocks with tremendous force. There were no casualties, although the officers' quarters were immediately flooded.

The *Flora* is lying on an even keel, and there is no danger of her breaking in two. The damage done is apparently slight, but saving will be difficult. When the vessel is pumped out an effort will be made to heave her off the rocks.

The American Cotton Market.

An announcement, estimating a shortage in the cotton crop, which is far below expectations, created the wildest excitement on the New York Cotton Exchange; brokers fought each other in their eagerness and prices shot up ten and twenty points. At New Orleans fortunes were made and lost within five minutes.

LATER.

The advance in American Cotton has caused the most intense excitement in Manchester and Liverpool, and it is considered to be a terrible calamity for Lancashire, if the American estimate is correct.

The Chilean Battleships.

The Chilean battleships the *Libertad* and *Constitution*, just purchased by the British, were built by the Vickers Maximo Co. and Armstrongs respectively, and for their size are the most powerful ships afloat.

Russia in Asia.

December 5th.

The *Standard* says that if the encroachments of Russia are to be stopped, now is the time to do it, when Japan can deal a blow effectively, but no friend of Japan can contemplate a collision without the deepest solicitude and sorrow. Whatever her present vulnerability may be Russia has almost inexhaustible reserves and may expect to recover hereafter whatever she is temporarily compelled to forego.

(Der Ostasiatische Lloyd.)

The Health of The Kaiser.

Berlin, 30th Nov.

The health of H. M. the Emperor is making very favourable progress. It causes some surprise here that the foreign press, which at first showed much sympathy with the sick Emperor, now continually spreads alarming reports about the Kaiser's condition, which are absolutely baseless. This is the case especially in France and England.

Russia's Reason For The Re-occupation of Mukden.

The Russian government has notified the other Powers that the re-occupation of Mukden by Russian soldiers was the answer to the refusal of China to discharge a Tiao-tai who was unfriendly to the Russian residents at Mukden.

Expedition to Tibet.

The British expedition to Tibet in announced from London to be necessitated by local difficulties on the frontier made by the Tibetans. It is not expected that any warlike operations will be needed.

Successor to Bishop Anzer.

The appointment of a successor to the late Bishop Anzer of South Shantung is causing some difficulty, as the proper man for the place cannot be found. The reception which Bishop Anzer had in Rome by the Pope, as well as by the Secretary of State and the Prefect of the Propaganda, was exceedingly hearty, and has shown the great consideration in which he was held by the Vatican.

FIRE AT KOWLOON POLICE STATION.

Police Sergt. Gordon, returned to his quarters at old Kowloon City just in the nick of time on Sunday morning, and succeeded in putting out a fire which, at one time, threatened to destroy the police station. It seems that he had been over to Victoria, and when he reached the station, he found his quarters on fire, three of the rooms, situated on the top floor, being badly burned and damage done to the extent of about \$400, \$200 of which included the sergeants' personal property, such as clothing, two gold brooches, gold watch, chest of drawers and \$60 worth of notes. It is supposed that, while a small dog and the cat were at play, they overturned a kerosene lamp, which had been standing on the dressing table.

BRITISH AND CHINESE CORPORATION, LTD.

To the shareholders of the British and Chinese Corporation, at the annual meeting, Mr. W. Keswick, M.P., was able to give a more cheerful statement of work done than has fallen to him to make during the last year or two. For three years matters in China in the way of new enterprises have not progressed very rapidly, and this has led to various charges against the Corporation, to which Mr. Keswick briefly alluded. All arrangements, for instance, had been made in 1898, when the preliminary contract for the Shanghai-Nanking line had been signed, to push on with the work. This and other matters were, however, arrested by the Boxer outbreak, and it was some time after that affair before the Chinese Government could resume the negotiations. It may be that other Government-backed enterprises have gone on faster, but with them there is not the same difficulty in getting money. For the enterprises of the Corporation the necessary funds have to be obtained in the open market, and the most severe critic will scarcely aver that the times have been quite propitious to launching such schemes to the public.—*L. & C. Express.*

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held, this afternoon, in the Council Chamber. Present: His Excellency the Officer Administering the Government F. H. May, C.M.G., Hon. A. M. Thomson, (Acting Colonial Secretary), Hon. Sir Henry Spencer Berkeley, Kt. (Attorney-General), I. A. M. Johnston (Acting Colonial Treasurer), Hon. Basil Taylor, R.N. (Acting Harbour Master), Hon. W. Chatham, (Director of Public Works), Hon. Dr. J. M. Atkinson (Principal, Civil Medical Officer), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershon Stewart, Mr. R. F. Johnston (Acting Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and confirmed.

FINANCIAL.

The Acting Colonial Secretary laid on the table Financial Minutes (Nos. 60 to 64) and moved that they be referred to the Finance Committee.

The Acting Colonial Treasurer seconded, and the motion was agreed to.

The Acting Colonial Secretary laid on the table the report of the Finance Committee (No. 11) and moved its adoption.

The Acting Colonial Treasurer seconded, and the motion was carried.

PUBLIC WORKS COMMITTEE.

The Director of Public Works brought up the following report of the Public Works Committee at a meeting held on the 19th ult.

Officers' Quarters, Land Office and Police Court at Tai Po.

The chairman explained that it was considered necessary to construct permanent buildings at Tai Po for the accommodation of the officers stationed there and for a Land Office and Police Court. The plan, which he submitted, showed two 2-storied buildings—one to contain the quarters, to be erected on the small island where the landing place is situated, and the other, to contain the Land Office and Police Court, on the mainland in the vicinity of the Police Station.

The estimated cost was as follows:—
Quarters, including servants' accommodation and stable, approach path, &c., \$24,500
Land Office and Police Court, 31,000

Total, \$55,500

It was unanimously agreed to recommend that both buildings be proceeded with.

City Water Works Extension—Tyam Tuk Scheme. (C. S. O. 8193/1903).

The Chairman laid before the committee a general plan, dated the 17th October, 1903, showing the works which it was proposed to undertake at once and which would form the first section of the scheme. He explained that the result of the last trial-well sunk on the site of the proposed large dam had been disappointing, the rock being found at a depth of about 60 feet instead of about 40 to 45 feet as indicated by all the previous trial wells. It was therefore necessary to conduct further trial wells both on the site and on others in the vicinity with the view of ascertaining whether a more favourable line could be found for the dam and, as it was evident that some very considerable period must elapse before this part of the scheme could be sufficiently advanced to be available for increasing the supply of water, it was considered advisable to proceed at once with a dam of moderate dimensions and cap city some distance up the valley.

It was therefore proposed to construct a dam on the site which was referred to in Mr. Cooper's report of the 9th May, 1896, as No. 4, but to increase the size of it so as to render it capable of containing 194 million gallons instead of 100 millions as specified in his report. Two pumping engines, each capable of raising 14 million gallons daily, had already been ordered, and the proposed dam would afford a supply about sufficient to keep one engine steadily at work during the dry season. The second engine was intended as a duplicate, to be brought into service when the other was stopped for overhaul and repairs. In addition to the water impounded by the proposed dam the yield of the streams flowing in the valley would be rendered available by the small dam which had already been constructed in connection with the temporary pumping engine now at work and from which the main to the large pumping engines would be laid.

The other items required to complete the first section of the scheme included the following:—

(i). The construction of a pumping station near the head of Tyam Tuk to contain the two pumping engines already mentioned.

(ii). The construction of a new road contouring the lower part of the valley at an elevation of 130 to 150 feet above Ordnance Datum and then ascending to join the existing road near the new Byewash Reservoir.

(iii). The laying of a suction main from the small dam mentioned above to the permanent pumping station referred to in (i).

(iv). The laying of a rising main from the permanent pumping station by way of the new road to the gauge basin at the entrance to the Tyam Tuk tunnel.

The whole of the proposed works had been designed with a view to the completion of the scheme at a later date by the construction of the large dam already mentioned with the requisite catchwaters to intercept additional drainage areas and erection of the necessary additional pumping plant, when the section main referred to in (ii) would be taken up and laid as a duplicate rising main. The reservoir now proposed would not be overlapped by the large one to be constructed hereafter and would therefore be of permanent benefit for storage purposes.

The estimated cost of the works included in the first section was as follows:—

Dam to impound 194 million gallons...	\$290,000
Construction of pumping station including formation of site...	50,000
New road from junction with Stanley Road to near Tyam Tuk Byewash Reservoir (length 1.40 miles)...	98,000
Access roads to pumping station and Gauge Basin and track for temporary suction main...	20,000
Rising main, 18" diameter, from pumping station to Tyam Tuk Gauge Basin (length 2.03 miles)...	91,000
Suction main, 18" diameter, to be subsequently used for duplicating rising main (length 1.25 miles)...	60,000
Pumping machinery already ordered (two sets of engines, each capable of delivering 14 million gallons per day) including erection...	108,000
Contingencies, say...	50,000
Total...	\$780,000

The works required to complete the entire Tyam Tuk Scheme, for which it was not possible to submit an estimate at present, would be as follows:—

1. The construction of a large dam below Tyam Tuk village, with the necessary road diversions.
2. An extension of the pumping station buildings.
3. The provision of additional pumping plant.
4. Taking up the 18" suction main and relaying same as a rising main, including the necessary length of piping to complete same.
5. The construction of catchwaters to such extent as may be found advisable in order to render available the water from areas situated outside the natural drainage area.

The Committee unanimously agreed to recommend that the scheme be at once proceeded with.

Establishment of a Convict Prison on Stonecutters Island.

Replies to the Committee's inquiries as to the amount which the Military Authorities would be prepared to contribute in the event of the Gunpowder Depot being removed from Stonecutters Island as proposed, and

(a) the proposal to erect a convict prison there being carried out,

(b) the proposal to erect a convict prison there being abandoned,

were furnished. They were to the effect that, in the case of (a), the Military Authorities would contribute nothing, and in the case of (b), they were prepared to contribute £2,500 on condition that the site and buildings on it were handed over to them. This offer had been declined by His Excellency the Governor. The question of erecting a prison on Stonecutters Island was then discussed, and it was ultimately agreed unanimously to recommend that the work be proceeded with as early as practicable.

The Committee then adjourned.

AMENDMENT OF BYE-LAWS.

The Acting Colonial Secretary moved that the words "by a duly registered nightsoil carrier" be deleted from bye-law No. 2 of the bye-laws under the heading "Domestic Cleanliness and Ventilation" contained in Schedule B of The Public Health and Building Ordinance, 1903.

The Director of Public Works seconded, and the motion was carried.

QUESTIONS.

[We regret our inability to print in this issue the replies of the Government to the questions put by the Hon. Sir Paul Chater, on behalf of the member for the Chamber of Commerce, and published in our columns on Friday. They were answered by the Acting Colonial Secretary and the Director of Public Works shortly after the commencement of the business, at three o'clock, and for some inexplicable reason the copies of the printed replies were not handed over to the reporters until nearly an hour and a half later. Had the reporters been in possession of the papers soon after they were read and dealt with by the printers before the close of the proceedings, and in time for this issue. The Press works under many difficulties in the Colony which do not exist at home, and it is a matter for regret that such a lapsus should occur, creating obstructions in the way of reporters attending a meeting of such importance.]

NEW TERRITORIES TITLES ORDINANCE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to repeal the New Territories Titles Ordinance, (1902).

The Acting Colonial Secretary seconded. Bill read a second and third times, and passed.

NEW TERRITORIES LAND COURT ORDINANCE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to further amend The New Territories Land Court Ordinance, 1900.

The Acting Colonial Secretary seconded. Bill read a second and third times and passed.

PUBLIC HEALTH ORDINANCE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinance, 1903.

The Acting Colonial Secretary seconded, and said it was not proposed to press clause 3 through Committee that day. It would be further considered, and he hoped unofficial members would not oppose the reading of the bill.

Bill read a second time.

COMMITTEE.

At the request of Sir Paul Chater the Council postponed, until the attendance of the Hon. Pollock, the Bill entitled An Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony.

SHELTER FROM TYPHOONS.

The Hon. Gershon Stewart, with the permission of H.E., asked leave to move the following resolution at the next meeting of the Council: "That in the opinion of this Council it is advisable to increase the means of shelter for cargo boats and sampans during the typhoon season."

The Council adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, Hon. A. M. Thomson, Acting Colonial Secretary, presiding.

The following votes were submitted and the Committee agreed to recommend that they be adopted by the Council:—

POST OFFICE.

A sum of \$28,750 in aid of the vote Post Office, under other charges, for the following items:—
(1) Cost of stamps, \$8,000
(2) Contribution to mail subsidy, 5,250
(3) Transit charges, 15,500
Total, \$28,750

THE REVISED EDITION OF ORDINANCES.
A sum of \$4,000 in aid of the vote miscellaneous services, printing, as a first instalment of the cost of the revised edition of Ordinances.

LAND REGISTRY OFFICE.
A sum of \$900 in aid of the vote Land Registry Office for the following:—
For New Territories—Personal emoluments.

Assistant Land Office, 11th November to 31st December, \$500
Exchange compensation, 400
Other charges, 500
Travelling allowance to Assistant Land Officer, 50
Total, \$950

POLICE.
A sum of \$1,300 in aid of the vote police, under charges for the item repairs of launches, and boats.

PUBLIC WORKS.
A sum of \$85,600 in aid of the vote public works, annually recurrent, and public works, extraordinary, for the following items:—
Public Works, Annually Recurrent:—
Maintenance of buildings, \$8,300
" of telegraphs, 2,700
" in New Territory, 600
Miscellaneous works, 13,500
Maintenance of roads in city, 5,500
" outside city, 2,000
" in Kowloon, 1,100
" elsewhere, 1,500
Gas lighting, city of Victoria, 2,200
Extensions of gas lighting, 2,200
Drainage works, miscellaneous, 18,700
Maintenance of water-works, city and hill district, 13,500
Total, \$85,600

PUBLIC WORKS, Extraordinary.—
Public bath-house, Cross Lane, Wanchai, 500
Public latrines and urinals, 3,500
Rain-storm damage, 8,700
Total, \$12,700

SECRET SERVICE.
A sum of \$1,000 in aid of the vote police under other charges, for the item, Secret Service.

This was all the business.

MASONIC INSTALLATION.

Quite a large gathering of masons and friends enjoyed a capital entertainment given by a variety troupe from H.M.S. *Tamar* at the Masonic Hall last Saturday, on the occasion of the installation, by Deputy Grand Master E. C. Ray, of the R. W. M. and Officers of the Naval and Military Lodge, No. 848, S.C. The officers for the year were elected as follows: Right-Worshipful Master, Wor. Bro. P. D. Hyett; Immediate Past Master, Wor. Bro. W. E. Claret; Deputy Master, Wor. Bro. F. Howell; Wor. Senior Warden, Bro. F. Last; Secretary, Wor. Bro. H. Horley; Senior Deacon, Bro. E. Day; Organist, Bro. W. Orabury; D. of C., Bro. R. J. Allwork; Steward, Bro. J. East; W.J.W., Bro. P. Jackson; Treasurer, Bro. J. Blake; Junior Deacon, Bro. J. W. Wiltshire; Chaplain, Bro. R. M. Healy; Junior Guard, Bro. A. W. Hill; Tyler, Bro. J. Vanstone.

Following the installation, a supper, supplied by Ying Kee, was served in the large hall, nearly 200 persons partaking of the meal. The entertainment was then commenced and was thoroughly enjoyed by all present. Those contributing to the programme included Messrs. C. Beaumont, A. Jack, T. Stevenson, T. Hoskin, P. Jackson, T. Mitchell, T. Armitage, The orchestra composed of Messrs. MacLean, Jenkins and Whitty gave several selections during the evening, and the entertainment concluded with a "silent absurdity" entitled *The Rival Lovers*, the cast consisting of Messrs. T. Armitage, A. Jack, T. Jago and T. Stevenson.

Next Saturday an installation and banquet will be held in the Masonic Hall in connection with Lodge St. John No. 618 s.c.

COMMERCIAL.

Latest intelligence from Shanghai (1st inst.), reports business done—North China Insurances at Tls. 220, Shanghai and Hongkong Wharfs at Tls. 212, Indo-China at Tls. 54 March, Farman, Boys at Tls. 130 for December and Tls. 120 for March. Oriental Consolidation Gold Mining Co. at \$1 Gold, Matsueppis at Tls. 310 cash, Tls. 315 for December, Tls. 325/30/327 for March and Tls. 332 1/2 May, China Flour at Tls. 75.

In their circular, dated 5th inst., Messrs. Lamke and Rogge state:—
Freights continue extremely dull. The same as when last writing, there are handy-sized steamers here and in neighbouring ports quite unable to obtain paying employment. Inquiries after tonnage there were and are few, and all at starvation rates. Chartering actually resulted since last circular does not amount to the volume even of the preceding fortnight's business.

From Saigon to this, there is nothing done. Saigon to Philippines the same. An occasional inquiry Saigon to 1 port N.C. Java, prompt was filled by a boat at 21 cents. Stocks of old grain at Saigon, as lately referred to, have since been reported to have been practically all disposed of to meet a demand from France.

The growing crop, it is asserted, continues a promising one, but before next month at the very earliest, no new grain will be available.

There is nothing doing from Bangkok for outsiders.

From the Yangtze ports, liners do a small trade. A fiscal boat is reported to have secured a freight Wuhu and Chingkiang to Canton on liners' terms on basis of 15 cabbarens for rice, but though there are others willing to accept similar conditions, further business is apparently not practicable.

From Java to this, there have been several charters all for dry sugar for local refineries' account, of which the details are not reported except in two instances as per list of settlements, the rates being 30 cents and 16 cents.

Demand for Java-Japan continues, as offers made for large size boats at about 27 cents have not proved tempting.

From Hongkong, only fixture reported is of a small boat to this port, as low as 90 cents per ton.

Japan coal freights have had business from Moji to this port at \$1.75 and \$1.70, to Singapore at \$2.00 and under, whilst for Karatsu loading about \$1.80 has been done for Hongkong, and a small boat got \$2.15 for Singapore.

At the close there is no more demand.

Casualty.—German s.s. *Arnold-Luxton*, for several years one of the regular China-coast liners, was burnt at 8.30 p.m. 2nd inst. off Foochow, whilst en route from Pulo Semblan and Hongkong to Tientsin with a cargo of coal oil.

Sailers.—American bark *Lilliborne* was sold at auction on 31st ult. for \$8,000.

At for charter, the only fixture reported is of Italian bark *Lithia* for another voyage

hence to Callao, \$1,300 in full, fixed in Callao. There is a demand for another vessel in a like direction for February/March loading. Nothing else appears to be wanted just at present.

Sail-loading or to load. For Baltimore and New York:—
British bark *Brilliant* arrived 24th October.
For New York:—
American bark *Helen A. Wyman*, arrived 10th August. Will sail in a few days.
For Callao:—
Italian bark *Lothair* to arrive from Callao. Disengaged vessels:—
British ship *Glendora*, 1,824 tons reg. Departure.—American bark *Lilliborne*, for Manila, 25th November.

TO-DAY'S EXCHANGE.
ON LONDON, Telegraphic Transfer, 118 11/16
" Bank Bills, on demand, 118 11/16
" Credits, 4 months' sight, 119 1/2
" D'ments 4 months' sight, 119 1/2
ON BERLIN, (demand), 117 1/2
ON PARIS, Bank Bills, on demand, 217 1/2
" Credits, 4 months' sight, 217 1/2
ON NEW YORK, Bank Bills, on demand, 41 1/2
" Credits, 30 days' sight, 41 1/2
ON BOMBAY, Telegraphic Transfer, 128 1/2
ON SHANGHAI, Telegraphic Transfer, 71 1/2
" Private 30 days' sight, 71 1/2
ON YOKOHAMA, T.T., 84 1/2
Sovereigns, Bank's Buying Rate, \$1.60
Gold 100 touch, per tael, 60.00
Bar Silver, 55 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—
MALWA NEW, 940/970
" LAST YEAR, 1,000/1,060
" OLDEST, 1,080/1,100
PATNA NEW, 1,175
BARRANES NEW, 1,175
PERSIAN (PAPER), 800/850

TO-DAY'S ADVERTISEMENTS.
THE DAIRY FARM COMPANY, LIMITED.
TOWN OFFICE and DEPOT: WYNDHAM ST.
KOWLOON DEPOT: 57, ELGIN ROAD.
FARMS AT POKFOOLUM.

THE Company is in a position to supply Residents with the Finest Quality DAIRY PRODUCE.
AUSTRALIAN BUTTER, 65 and 85 cents per lb.
STERILIZED MILK, for Invalids and Travellers.
S. A. SETH, JAMES WALKER, Secretary, Manager.
Hongkong, 7th December, 1903. [14696]

A BAZAAR in aid of the POOR CHINESE ORPHANS of the ASILE DE LA SAINTE ENFANCE. Under the Distinguished Patronage of H.E. The Officer Administering The Government and Mrs. MAY, will be held at the CITY HALL, on WEDNESDAY, the 9th inst., at 2 o'clock in the afternoon.
Hongkong, 7th December, 1903. [14700]

WANTED.
SALESMEN WANTED, Big Salary or Commission Paid to sell our Goods, by Sample, Wholesale or Retail. Address enclosing 2d. for Postage to:—
CAW-DEW MANUFACTURING CO., St. Louis, Mo., United States, America. [14710]

"SHIRE" LINE STEAMSHIP COMPANY.
FOR LONDON AND HAMBURG.
The Company's Steamship
"FLINTSHIRE,"
Captain J. M. Heffner, will be despatched for the above Ports on or about MONDAY, the 28th inst.
For Freight or Passage, apply to
SHEWAN TOMES & Co., Agents.
Hongkong, 7th December, 1903. [14720]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.
The Steamship
"GLENGARRY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 14th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 7th December, 1903. [14730]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"SIMLA,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. *Victoria*.
From Calcutta, &c., ex S.S. *Scindia*.
From Persian Gulf, &c., ex B. I. S. N. and D. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.
Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.
No Claims will be admitted after the Goods have left the Godown.
E. A. HEWETT, Superintendent.
Hongkong, 7th December, 1903. [14740]

To-day's Advertisements.

CHATRE'S NEW INDIAN CIRCUS.

Patronised by H. M. the Empress Dowager and other Royalty of China.

By special arrangements, owing to the great number of people being disappointed on Saturday, the Proprietor has decided to give performances

TO-NIGHT (MONDAY) and TO-MORROW (TUESDAY),

INTRODUCING ALL SPECIAL FEATURES. EVERYTHING NEW AND INTERESTING.

POSITIVELY TWO NIGHTS ONLY.

Hongkong, 7th December, 1903. [14696]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst. will be subject to rent.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 4th December.
GLASGOW and LIVERPOOL	"YANTZSE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 20th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 28th December.
GLASGOW and LIVERPOOL	"KEEMUN"	On 5th January.
GLASGOW and LIVERPOOL	"DARDANUS"	On 12th January.

S.S. "DARDANUS" left Singapore on the 30th ult., and is expected to arrive here on the 4th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 10th December.
MARSEILLES, LONDON & ABERDEEN	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 31st January.
MARSEILLES, LONDON & ABERDEEN	"YANGTSE"	On 19th January.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 22nd January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "CALCHAS" left Victoria, B.C., on the 25th ult., for this via Japan ports.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKANG"	9th December.
KOBE	"CHINGTU"	10th "
SHANGHAI	"KWANGSI"	10th "
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 12th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
PERLA	1980	A. H. Netley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 5th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 11th December, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 17th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 7th December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodation for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street
Hongkong, 7th September, 1903.

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer "KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 8th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED.

Hongkong, 2nd December, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).
THE Steamship

"PRONTO."

Captain Grandt, will be despatched for the above Ports TO-MORROW, the 8th December, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th November, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"ORONO" 10th Dec.

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOX" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 4th December, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 18th November, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMIRA."

Captain Lockhart, will be despatched as above on MONDAY, the 21st December.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 3rd December, 1903.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers.

Hongkong, 7th December, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"AMBRIA."

Captain Duckstein, will be despatched for the above Ports, on THURSDAY, the 10th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th December, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"KAUTSCHOU."

of the HAMBURG-AMERIKA LINIE.
Captain Behrens, due here with the outward German Mail about THURSDAY A.M., will leave for the above places about 12½ hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 5th December, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th December, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th December, 1903.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11, Victoria Street.

[S now in a position, in his New and Com- modious Premises, to offer, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE] in the Colony or in any part of the Far East. GROUPS AND VIEWS.

Hongkong, 22nd September, 1903.

HONGKONG AVERAGE MARKET PRICES.

Corrected 26th November, 1903. per 5 Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 17

"Comed—Ham Ngau Yuk 17

"Steak—Shiu 17

"Breast—Ngau Lam 17

"Soup, Tong Yuk 17

"Steak—Ngau Yuk Pa 17

"Serjion—Ngau Lau 25

"Sausages—Ngau Yuk Chung 16

"Bullock's Brains—Know 45

"Tongue fresh—Ngau Li 45

"Comed—Ham Ngau Li 55

"Head—Ngau Tau 5

"Heart—Ngau Sum 9

"Hump, Salt—Ngau Kin 13

"Feet—Ngau Kerk 8

"Kidneys—Ngau Yiu 8

"Tail—Ngau Mei 16

"Liver—Ngau Cui 16

"Tripe (undressed)—Ngau To 16

"Calves' Head and Feet—Ngau-chai 75

"tau-keok 24

"Mutton Chop—Yeung Pai Kw 24

"Leg—Yeung Pei 24

"Shoulder—Yeung Shau 22

"Pigs' Chitlings—Chi cheong 7

"Brains—Chi Kow 12

"Feet—Chi Kerk 12

"Fry—Chi Chak 12

"Head—Chi Tau 13

"Heart—Chi Sum 9

"Kidneys—Chi Kow 16

"Liver—Chi Kow 16

"Pork, Chop—Chi Pai Kw 18

"Comed—Ham C' Yik 18

"Fat or Lard—Chu Yau 18

"Sheep's Head and Feet—Yeung Tau 45

"Keok 10

"Heart—Yeung Sum 10

"Kidneys—Yeung Yiu 10

"Liver—Yeung Con 20

"Sucking Pigs, To Order—Chu Chai 16

"Suet, Beef—Sang Ngau Yau 17

"Mutton Sang Yeung Yau 20

"Veal—Ngau Chai Yuk 18

"Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 32

Capon, Large, Small—Sin Kai 30

Duck—Ap 32

Doves—Pan Kau 18

Eggs, Hen—Kai Tan 22

Fowls, Canton—Kai 28

"Hainan—Hoi Nam Kai 24

Geese—Ngi 24

Goose, Wild Shanghai—Sheung Hoi Y 40

Musk Duck—Wong Kong 400

Hare—Chai Yuk 35

Partridge—Chi Kow 140

Pheasant—Shan Kai 25

Pigeons, Canton—Pak Kup 25

"Holbow—Holbow

Shipping.

Arrivals.
 Triumph, Ger. s.s., 769, Hansen, 5th Dec.—Hohow 4th Dec, Gen. Cattle and Pigs—J. & Co.
 Meefoo, Ch. s.s., 1,331, Whitlow, 5th Dec.—Shanghai and Dec, Gen.—C. M. S. N. Co.
 Sungkiang, Br. s.s., 1,021, Outerbridge, 5th Dec.—Manila 2nd Dec, Hemp.—B. & S.
 Benlmond, Br. s.s., 1,758, Hutton, 6th Dec.—Singapore 26th Nov, Gen.—G. L. & Co.
 Haiching, Br. s.s., 1,256, Passmore, 6th Dec.—Fochow via Amoy and Swatow 5th Dec, Gen.—D. L. & Co.
 Hopsang, Br. s.s., 1,359, Hay, 6th Dec.—Hongkong 3rd Dec, Coal.—J. M. & Co.
 Chowai, Ger. s.s., 1,115, Textor, 6th Dec.—Hankow via Swatow 25th Nov, Rice.—B. & S.
 Daiji Maru, Jap. s.s., 1,733, Yokohama, 6th Dec.—Moji 1st Dec, Coal.—H. U. Jeffries.
 Choyang, Br. s.s., 1,424, Roope, 6th Dec.—Shanghai 2nd Dec, and Swatow 5th, Gen.—J. M. & Co.
 Pelayo, Br. s.s., 1,290, Farrell, 6th Dec.—Shanghai 1st Dec, Gen.—Mr. McBain.
 Murex, Br. s.s., 2,329, Holliday, 6th Dec.—Singapore 19th Nov, and Palumbay 24th, Petroleum in Bulk.—A. K. & Co.
 Simla, Br. s.s., 3,805, Summers, 7th Dec.—Bombay 18th Nov, and Singapore 29th, Mails and Gen.—P. & O. S. N. Co.
 Setun, Nor. s.s., 655, Fingalen, 7th Dec.—Chetso 1st Dec, Ground-nuts and Oil.—A. T. Co.
 Pronto, Ger. s.s., 612, Grandt, 7th Dec.—Canton 6th Dec, Coal.—J. M. & Co.
 Glengarry, Br. s.s., 1,921, Willet, R.N.R., 7th Dec.—London 20th Oct, and Singapore 25th Nov, Gen.—J. M. & Co.
 Hue, Fr. s.s., 990, Godinard, 7th Dec.—Haiphong and Kwong-chow-wan 6th Dec, Gen.—A. R. M.
 Loyal, Ger. s.s., 1,236, Buhrmann, 7th Dec.—Canton 7th Dec, Coal.—S. W. & Co.

Clearances at the Harbour Office.

Choyang, for Canton.
 Pak Kong, for Macao.
 Kwongchow, for Canton.
 Pelayo, for Singapore.
 Whampoa, for Canton.
 Andar Rickmers, for Swatow.
 Mandar Maru, for Kutchinotzu.
 Wuhu, for Shanghai.
 Choyang, for Canton.
 Whampoa, for Canton.
 Wingchit, for Macao.
 Haiching, for Kwong-chow-wan.

Departures.
 Dec. 6.
 Haiching, for Swatow.
 Kow Kong, for Singapore.
 Daiji Maru, for Swatow.
 Choyang, for Swatow.
 Tyr, for Hongkong.
 Carl Diederichsen, for Haiphong.
 Malhilde, for Hohow.
 Canton, for Shanghai.
 Ary, for Kutchinotzu.

Dec. 7.
 Meefoo, for Canton.
 Choyang, for Shanghai.
 Wuhu, for Shanghai.
 Choyang, for Canton.
 Whampoa, for Canton.
 Africa, Portuguese transport, for Portugal.

Passengers arrived.
 Per Haiching, from Coast Ports—90 Chinese.
 Per Benlmond, from Singapore—120 Chinese.

Per Glengarry, from London—Mr. and Mrs. Wilson.

Per Choyang, from Shanghai—Mr. Thompson, and 62 Chinese.

Per Meefoo, from Shanghai—Mrs. Evans and child, Master Martinson, and to Chinese.

Per Sungkiang, from Manila—Lieut. H. van Cliff, Messrs. Baily, Mitchell, Long, Wilson, Taylor, Young, Spill, Stevenson, Goldman, Thompson, Rily, Nelson Flunko, Engdahl, Mason, Rly, Kelder, Daley, Palmer, Mrs. Murray, Mrs. Turner and child, Miss Kennedy, Miss Harold, Mr. and Mrs. Cheng Yeng, and 30 Chinese.

Per Simla, for Hongkong from Bombay—Messrs. H. A. Currid, C. Mohler, Mr. and Mrs. F. Rahim, and Mr. Ikeria Husem. From Colombo—Mr. R. Ponsonby, Mr. and Mrs. J. M. Bourne. From Marseilles—Mr. and Mrs. Campbell, Major-General and Mrs. Hutton, man and maid servants, and Mr. Ward, A.D.C. From London—Miss Lloyd. From Singapore—Messrs. M. Bakert, L. Herment, E. Brunnsch, Dr. Macauley, Mr. and Mrs. Beneri and child, Messrs. Witton and Wing Suet Tong. For Shanghai from Marseilles—Mr. G. des Francis. From London—Mr. and Mrs. E. P. Hudson, child and infant, Messrs. Stedman and A. Hamond.

Ships Passed the Canal.
 Outward—13th November—Satsuma, Yang Renary, Tiso, Quera Maru, Japan, Wursburg, 17th November—Kiauchow, St. Kilda, 20th November—Annam, Bernice, Hakata Maru, Dragonmar, Anhui, Min, Radley, Anchenarag, St. George, 25th November—Shimosa, Maru, Indrago, Claverburn, Glenloch, Benledi, 28th November—Pyrrhus, Crusader, Tydeus, 1st December—Bayern, Howick Hall, Baden, Breischel, Gloamin, Palermo, 4th December—Awa Maru, Nestor, Polynesian, Chardoun, Annemard—13th November—Vandobona, 25th November—Sambila, Roan, 1st December—Java, Wakata Maru, Pakling, 4th December—Preussen.

Arrivals at Home—13th November—Bamberg, Inaba Maru, Konigsberg, Andalusia, 17th November—Socotra, 17th November—Seydlitz, Braemar, Beneluch, Ernest Simons, 20th November—Persia, 28th November—Elachi Maru, 1st December—Agamemnon, Abyssinia, Kentmere, Yarra, 4th December—Idomenus, Horneo.

Shipping Reports.

Str. *Triumph* from Hohow—Strong N.W. monsoon and high sea.

Str. *Chowai* from Bangkok—Stormy N.E. monsoon during the whole voyage.

Str. *Pelayo* from Shanghai—Strong N.E. monsoon throughout, with heavy sea.

Str. *Hopsang* from Hongkong—Strong N.E. monsoon and high sea, with clear weather.

Str. *Sungkiang* from Manila—Strong monsoon and high sea, clear and fine going S., coming N. very heavy N.E. gales, with fierce squalls, and tremendous sea.

Str. *Haiching* from Fochow—There to Amoy moderate increasing gale with high sea, and fine clear weather, thence down moderate increasing breeze with moderate sea, fine weather.

Str. *Choyang* from Shanghai—Light to moderate N.E. monsoon and fine weather to Turnabout, thence to Swatow strong monsoon, high sea, and clear weather, arrived there on the 4th inst. and left on 5th, moderate to fresh monsoon and fine weather to port.

Steamers Expected.

Vessels	From	Agents	Due
Tientsin	Singapore	P. & O. Co.	Dec. 8
Prinz Heinrich	Shanghai	M. & Co.	Dec. 8
Chinglu	Manila	B. & S.	Dec. 8
Robilla Maru	Manila	T. K. K.	Dec. 8
Indrasambha	Japan	P. & A. Co.	Dec. 8
Tartar	Japan	C. P. R. Co.	Dec. 9
America Maru	Japan	P. M. Co.	Dec. 10
Kiautschou	Singapore	M. & Co.	Dec. 10
Victoria	Victoria	N. P. Co.	Dec. 13
Korea	Japan	P. M. Co.	Dec. 14
Emp. of China	Vancouver	C. P. R. Co.	Dec. 21
Gaelic	San Francisco	O. & O. Co.	Dec. 23
Taiyuan	Sydney	B. & S.	Dec. 27

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
H.M.S. Amphitrite	at Kowloon Dock		
H.L.G.M.S. Moewee	"		
Anpho	"		
U.S.S. Zafiro	"		
Kiangtung	"		
U.S.S. A.T. Sacramento	"		
U.S.S. Ajax	"		
Kaipan	"		
Taike	"		
Hankow	"		
Salamanca	"	Cosmopolitan	
Thea	"		
Phu Yen	"	Aberdeen	

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 996, Kynoch, 30th Nov.—Saigon 24th Nov, Gen.—B. & S.

British Monarch, Br. s.s., Walker, 30th Nov.—New York 3rd Oct, and Singapore 21st Nov, Case Oil—Chinese.

Chungang, Br. s.s., 1,418, Cox, 30th Nov.—Sourabaya 10th Nov, Sugar.—J. M. & Co.

Clara Jensen, Ger. s.s., 1,101, Bendixen, 30th Dec.—Haiphong 26th Nov, and Hohow 29th, Rice and Gen.—J. & Co.

Coptic, Br. s.s., 2,744, Beadnell, R.N.R., 28th Nov.—San Francisco 31st Oct, Honolulu 7th Nov, Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai (Wooing) 26th, Mails and Gen.—O. & S. Co.

Elisabeth Rickmers, Ger. s.s., 997, Nebinger, 23rd Nov.—Bangkok and Swatow 13th Nov, Rice.—A. K. & Co.

Else, Ger. s.s., 903, Petersen, 4th Dec.—Panaroekan (Java) 23rd Nov, Sugar.—J. & Co.

Empress of Japan, Br. s.s., 3,003, Beeshaw, R.N.R., 24th Nov.—Vancouver 3rd Nov, and Shanghai 21st, Mails and Gen.—C. F. R. Co.

Keongwah, Ger. s.s., 1,115, Möllermann, 1st Dec.—Bangkok 20th Nov, Teak-square, Rice and Gen.—B. & S.

Kohsichang, Ger. s.s., 1,993, Spiesen, 2nd Dec.—Bangkok and Ang-Hin 21st, Rice.—B. & S.

Koun Maru, Jap. s.s., 1,789, Minamikawa, 2nd Dec.—Kobe 28th Nov, Coal and Gen.—Tan Yok Chon.

Lightning, Br. s.s., 2,122, Spence, 1st Dec.—Calcutta 14th Nov, Penang and Singapore 25th, Gen.—D. S. & Co., Ltd.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov, Rice.—A. K. & Co.

Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sourabaya 30th Sept, Sugar.—S. W. & Co.

Phu Yen, Fr. s.s., 1,298, Thomas, 30th Nov.—Saigon 25th Nov, Rice, Flour and Gen.—B. & Co.

Prinsesse Marie, Dan. s.s., 3,518, Berentzen, 3th Dec.—Antwerp 11th Oct, and Singapore 26th Nov, Gen.—M. & Co.

Progress, Ger. s.s., 687, Bremer, 4th Dec.—Hohow 2nd Dec, Gen.—S. & Co.

Trios, Ger. s.s., 1,033, Krafft, 25th Nov.—Saigon 19th Nov, Rice-flour and Gen.—S. & Co.

Waishing, Br. s.s., 1,170, Courtney, 5th Dec.—Canton 4th Dec, Gen.—J. M. & Co.

Windsor, Br. s.s., 1,852, Booth, 24th Nov.—Moji 18th Nov, Coal.—B. & Co.

SAILING VESSELS.

Brilliant, Br. b.q., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct, Gen.—S. O. Co.

Glendome, Br. ship, 1,873, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.

Lillebonne, Am. sch., 703, Finnen, 6th Oct.—Manila 18th Sept, Ballast.—D. & Co., Ltd.

Helena Wyman, Am. bq., 1,521, Vanhous, 10th Aug.—Singapore 1st Aug, Ballast.—Master.

Post Office.

A Mail will close for—

Kobe—Per *Koun Maru*, 8th Dec, 9 A.M.

Bangkok—Per *Madeleine Rickmers*, 8th Dec, 1 P.M.

Macao—Per *Heungsham*, 8th Dec, 1.15 P.M.

Straits and Calcutta—Per *Lightning*, 8th Dec, 2 P.M.

Singapore, Sourabaya and Samarang—Per *Chungang*, 8th Dec, 3 P.M.

Shanghai, Chemulpo, Dalny and Port Arthur—Per *Fronto*, 8th Dec, 4 P.M.

Kongmoon, Kumchuk and Samshui—Per *Sze Yup*, 8th Dec, 4 P.M.

Canton—Per *Powan*, 8th Dec, 5 P.M.

Namtau—Per *Taichun*, 8th Dec, 5 P.M.

Macao—Per *Hoi Fu*, 8th Dec, 5 P.M.

Canton—Per *Fatshan*, 9th Dec, 5 P.M.

Europe, &c., India, via Tuticorin—Per *Prins Heinrich*, 9th Dec, 11 A.M.

Macao—Per *Heungsham*, 9th Dec, 1.15 P.M.

Manila—Per *Sungkiang*, 9th Dec, 3 P.M.

Kongmoon, Kumchuk and Samshui—Per *Sze Yui*, 9th Dec, 4 P.M.

Canton—Per *Kinshan*, 9th Dec, 5 P.M.

Namtau—Per *Taichun*, 9th Dec, 5 P.M.

Sanbue—Per *Hoi Fu*, 9th Dec, 5 P.M.

Macao—Per *Wingchit*, 9th Dec, 5 P.M.

Yokohama and Kobe—Per *Ambrisa*, 9th Dec, 5 P.M.

Canton—Per *Honam*, 10th Dec, 7.30 A.M.

Macao—Per *Heungsham*, 10th Dec, 1.15 P.M.

Kobe—Per *Chinglu*, 10th Dec, 3 P.M.

Kongmoon, Kumchuk and Samshui—Per *Sze Yui*, 10th Dec, 4 P.M.

Shanghai—Per *Kwangeng*, 10th Dec, 4 P.M.

Canton—Per *Powan*, 10th Dec, 5 P.M.

Namtau—Per *Taichun*, 10th Dec, 5 P.M.

Macao—Per *Hoi Fu*, 10th Dec, 5 P.M.

Canton—Per *Fatshan*, 11th Dec, 7.30 A.M.

Manila—Per *Rohilla Maru*, 11th Dec, 10 A.M.

Macao—Per *Heungsham*, 11th Dec, 1.15 P.M.

Manila—Per *Loongsham*, 11th Dec, 3 P.M.

Kongmoon, Kumchuk and Samshui—Per *Sze Yui*, 11th Dec, 4 P.M.

Canton—Per *Kinshan*, 11th Dec, 5 P.M.

Namtau—Per *Taichun*, 11th Dec, 5 P.M.

Sanbue—Per *Hoi Fu*, 11th Dec, 5 P.M.

Macao—Per *Wingchit*, 11th Dec, 5 P.M.

Canton—Per *Honam*, 12th Dec, 7.30 A.M.

Manila—Per *Rubi*, 12th Dec, 9 A.M.

Straits and Bombay—Per *Cupri*, 12th Dec, 11 A.M.

Kobe—Per *Hopsang*, 12th Dec, 11 A.M.

Macao—Per *Heungsham*, 12th Dec, 1.15 P.M.

Kongmoon, Kumchuk and Samshui—Per *Sze Yui*, 12th Dec, 4 P.M.

Namtau—Per *Taichun*, 12th Dec, 5 P.M.

Sanbue—Per *Hoi Fu*, 12th Dec, 5 P.M.

Macao—Per *Wingchit*, 12th Dec, 5 P.M.

Canton—Per *Powan*, 13th Dec, 9 A.M.

Namtau—Per *Taichun*, 13th Dec, 9 A.M.

Sanbue—Per *Hoi Fu*, 13th Dec, 9 A.M.

Macao—Per *Wingchit*, 13th Dec, 9 A.M.

Macao—Per *Heungsham*, 14th Dec, 1.15 P.M.

Europe, &c., India, via Tuticorin—Per *Armand Belie*, 15th Dec, 11 A.M.

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Eastern*, 16th Dec, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per *Empress of Japan*, 16th Dec, 11 A.M.

Manila—Per *Zoforo*, 16th Dec, 10 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglu*, 30th Dec, 3 P.M.

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